

outside of the steamer. How many failed to get up the stairs and reach the deck before the ship went down will never be known.

All of the stories agree that the boat sank within ten minutes after the collision. This was about six minutes after the captain's boat had left the ship. According to Purser Young, who was on this boat, the ship seemed to go down stern first. As her lights disappeared beneath the waves those in the boat heard heartrending cries coming from her. They saw no other boats, though two others apparently got away from the steamer only to be swallowed up in the sea that was running.

**HOW THE SURVIVORS REACHED SHORE.**

Of the nineteen survivors, eight, including the two women, were rescued from a piece of the hurricane deck that floated away when the ship sank. Thirty-five were on this piece of the deck when it floated away. Seven persons alive and the body of another were found on it when the fishing schooner Elsie came alongside just before noon yesterday.

Seven men landed on the island from the captain's boat. Three reached shore in a second boat. One boy swam ashore from a boat that went down half a mile from this island and another boy was picked up on a raft some distance out.

The eighteen survivors who reached here to-night on the Kentucky were sent to the Rhode Island and the East Side hospitals. All of the crew, including the captain, went to the latter hospital, and all of the passengers to the Rhode Island Hospital.

**CAPTAIN CARRIED ASHORE.**

Capt. McVey was the first to be taken off the boat. He was carried off on a stretcher. He is in a very serious condition and was rushed to the hospital. Several of the other survivors were taken off on stretchers, being unable to walk. It is feared that some will lose their arms and legs.

An enormous crowd had gathered at the Fox Point wharf when the funeral ship was sighted coming up the river late this afternoon. Ambulances from the two hospitals were waiting at the dock for the survivors and several patrol wagons were ready to receive the bodies. The police were forced to keep the crowd back and to allow only a few to go down to the ship. Waiting at the lines was a crowd of weeping men and women. In the crowd was a group of members of the Salvation Army. They had come to see if they could find among the bodies any of their comrades who sailed for New York. They seemed overcome with grief.

As soon as the bodies had been placed in coffins they were hurried to Monahan's morgue. All of the bodies were frozen and incriminated with ice. In many cases the arms were raised as if the ice had incriminated while they were in the very act of fighting the fate that was in store for them.

Of the bodies which had been recovered when the Kentucky left, only five were those of women. There were no children, although there were some aboard the vessel. It took some time to identify the bodies and the work of identification at the morgue did not begin until late this evening.

Providence has been filled all day with relatives of the missing ones. The reason for the delay in the Kentucky reaching here was due to the difficulty in getting the survivors and the bodies on board of her at the island. She could not get very near the shore because of the ice, and consequently the bodies had to be taken out to her in small boats, as did the survivors. They had been landed five miles from where the boat lay and had to be brought the five miles in wagons.

Sadie Gallup, who lives in Boston, refused to allow herself to be taken aboard the Kentucky, though she was urged to do so in order that she might get proper treatment at a hospital here. She is threatened with pneumonia and is also frost-bitten. She is almost crazed from her experiences, and at the idea of going on another boat she became delirious.

The experiences of Miss Gallup and those on the part of the hurricane deck that floated off when the boat went down were related by Mrs. Harriet Feldman, the other woman on this makeshift raft. She was saved with her husband, both being from New York, and by David Fox of Bridgeton, N. J.

**EXPERIENCES ON THE RAFT.**

The Feldmans were in a stateroom on the saloon deck when the accident happened and fought their way up the stairs to the hurricane deck, where the boats were. Feldman put his wife in a boat, but many had crowded into this boat and he found that he could not get across himself. He is a big man and is also a Black Sea sailor. Seeing that he and his wife were liable to be separated, he pulled her out of the boat just as the ship began to settle and the water had risen to the deck.

Suddenly there was a grinding noise and they found themselves floating on an improvised raft made up of about half of the deck. Two women and a man were found in the water a moment after the sinking of the ship. They were hauled aboard and died almost immediately. Their bodies floated at once and were washed overboard. One after another the others on the raft gave up the fight for life in the cold and died, and the swirling seas quickly took their bodies overboard.

**WOMEN BEATEN TO KEEP THEM ALIVE.**

If it had not been for Feldman the two women would have died.

"All night long," said Mrs. Feldman, "my husband kept beating the other woman and myself to keep life in our bodies. Then he would seize us and make us walk up and down holding on to him. There was never a moment that he gave it up. Most of the others were stiff and sat down to die, but my husband would not give up. He told me that I must keep alive. Miss Gallup could not walk and finally fell down and lay between me and her. We could not get her up, but my husband kept beating her all over her body.

"The waves swept over us constantly and we were covered with ice. Some of the people prayed. We could see the lights all the time, but not a single boat. We shouted, but there was no answer. All we could do was to pray. Finally when we had almost given up we saw the fishing boat and knew that we were safe."

When taken aboard the fishing boat the clothes of the women were frozen to them, but Feldman, the Black Sea sailor, had kept the blood moving in them and had saved their lives.

David Fox worked with Feldman through the night in this heroic task. He is a big man and was on his way home from attending a Bible conference. His stateroom was stove in by the schooner. He was the man who gave up the fight to get up the stairs and with the water rushing into the cabin through a hole that was as big as a hoghead he says he managed to crawl through a port hole to the deck.

Mr. Fox said that through the night he kept walking on the raft and helped some of the weaker ones to do so. He played out loud that help might come and he tried to keep the courage of the others up. The ones rescued from this raft said that they

# An Appeal to New York for Money To Help Stamp Out Consumption

Consumption or tuberculosis can be prevented; it is being prevented. The death rate in Manhattan has been reduced 45% since 1881. Thousands of lives have thus been saved. But still thousands of lives are each year wasted.

Although it is now definitely known that this disease is preventable, yet 10,194 persons died of it in this city last year; it is a curable disease, and yet nearly 10,000 of the 40,000 who now have the disease will die of it this year; it is a communicable disease, but because of the present ignorance and indifference of the community thousands now in good health will become infected.

Your help is needed to carry on and continue an organized, systematic and energetic educational campaign. Our funds are entirely exhausted.

Checks should be made payable to the order of the Charity Organization Society and addressed to the Secretary of the Committee, Paul Kennaday, at 105 East 22nd Street.

**THE COMMITTEE ON THE PREVENTION OF TUBERCULOSIS OF THE CHARITY ORGANIZATION SOCIETY**

Edgar J. Lever, Chairman  
Hermann M. Biggs, M. D.  
J. S. Sullivan, Jr., M. D.  
David Blaustein  
John W. Brannan, M. D.  
Herbert S. Brown  
Joseph D. Bryant, M. D.  
Edmond J. Butler  
Charles F. Cox  
Thomas E. Deane  
Robert W. Deane  
Edward W. Devine  
Hon. Frank D. Foster  
Hon. Frank D. Foster  
Hon. Frank D. Foster

owed their lives to Feldman, the Black Sea sailor, and the Bible student.

**RUNAWAY BOY'S RESCUE.**

An experience almost as harrowing as that of the little company on this raft was that of sixteen-year-old Fred Niergall, the only boy that was saved. He had run away from home, he said. He reached the hurricane deck and got into a boat with four other men. They did not get the boat free from the Larchmont until she went down. Then all five in the boat tried to row, but they had little success. Still, they kept her headed for the lights on the island.

Just before they reached the island a wave upset the boat. Hiersgell started to swim toward the light. He says that he looked around and the four men had disappeared. He swam for fifteen minutes and finally his feet touched bottom. He saw a light in a house and had just strength enough to tap on the window. The people in the house heard it and found him unconscious underneath the window.

**PURSER TOLD OF STORIES.**

The most complete story of what was done by the crew of the boat was told by Purser Young. He said that he was in his office when the two ships came together. He rushed out into the cabin to find out what was the matter and was almost blinded at once by the steam.

"I met the steward," said Young, "and he told me that the steampipe had burst. The people were pouring out into the cabin in their night clothes. I shouted for every one to get up to the hurricane deck, where the boats were. I could hear others of the crew shouting the same orders. When I reached that deck I saw members of the crew at the different boats. I am positive that every man was at his proper station and that they did everything they could to care for the passengers.

"My place under the rules was in the captain's boat, which was up near the bow. I found the captain directing the launching of this boat. Nearly all of the passengers seemed to be at the stern. There were only four boats there. The ship was going down fast. Our boat would have held ten persons. The reason why only two of these were passengers was because there were no passengers where we were. We took all that there were near us and tried to go back for more, but there wasn't any more. The steamer had eight lifeboats and four rafts. I don't think there were enough for the people, but I'm not certain of that.

"It was about six minutes after we launched our boat that the Larchmont sank. She seemed to settle by the stern. We saw the lights disappear as she went down and heard cries from the ship. Then we looked around for other boats. Several times we thought we saw a boat and rowed toward it, but each time it turned out to be a wave. It was like trying to row against Niagara. We drifted to the island.

**DISASTER MARS A WEDDING.**

Mr. Paul and Miss Cohen marry and bridegroom hastens to Black Island.

The marriage of Philip Paul to Miss Ray Cohen at the bride's home, 778 De Kalb avenue, Brooklyn, on Tuesday evening, at which Rabbi Solomon of the Keap street synagogue officiated, was marked with more sorrow than joy. Samuel Paul and his wife, the parents, and Matilda and Pauline Paul, sisters of the bridegroom, whose home was at Pawtucket, R. I., started on Monday evening on the ill-fated steamer Larchmont, from Providence for New York, to attend his marriage to Miss Cohen.

A few minutes before the steamer left Providence Mr. Paul telegraphed to his son that they were about to start for New York. Young Mr. Paul and his fiancée were terribly shocked on Tuesday afternoon when they learned of the wreck of the Larchmont and the awful loss of life. Mr. Paul could get no tidings about his parents and sisters, and as their names did not figure among the few listed survivors, he naturally entertained the worst apprehensions as to their fate. His first thought was to have the marriage postponed, but as there had been a previous postponement about a month ago, owing to the sudden death of Miss Cohen's father, and as many of the guests had come from a distance and were already assembled in the house, it was decided to go on with the ceremony.

The guests, as well as the young couple, were much affected by the distressing incident attending the marriage and all the festivities, which had been arranged, were abandoned. Mr. Paul a few hours after the ceremony parted with the bride and started for Black Island to learn the fate of his parents and sisters. He promised to inform the Cohen family by telegraph as soon as he got any trace of them, either living or dead, but up to this late hour last night no message had been received from him.

"On the Elsie everything was done to help us and the schooner got us to the harbor as quickly as possible."

Oliver Jarvis, 23 years old, of 343 Montgomery avenue, Providence, was one who was in the second boat that left the Larchmont. He occupied a room with a man named Henry Rock of Jersey City. Both

## 23 MORE BODIES BROUGHT IN.

ALL WERE RECOVERED AFTER THE KENTUCKY HAD LEFT.

Brought to Black Island by Four Fishes. Santa-Herold Work of the Fishermen Life Savers and Volunteers on Patrol. An All Night Vigil Was Kept Up.

BLACK ISLAND, Feb. 13.—Up to 10 o'clock to-night 23 more bodies were brought on the wrecked steamer Larchmont had been accounted for. Of these 22 are living and 73 are dead. The Kentucky, which took the survivors and the dead to Providence to-day, left behind Miss Sadie Gallup of Boston. She is badly frost bitten and suffering from shock and her condition is very critical. She is now at the house of Josh. Milliken, where she is getting the best care possible.

The body of Henry Eades, a native of the island, was also left behind. His family live here and they will attend to the burial of his body. These two made the total accounted for, up to the time the Kentucky left, sixty-nine, but soon after that vessel left the harbor four fishing schooners came in bringing more bodies, and to-night there are on the island twenty-three more, which brings the total up to ninety-two.

The Kentucky had hardly got under way when the Little Fred came into the harbor. She had on board eight bodies that had been found on an improvised raft. The crew had examined each one carefully, hoping that some sign of life might be found, but every one was dead. Three were women, and of the five men two were negroes. They were found encased in ice.

The Little Fred was the Elsie, the little schooner that with the Clara E. did such heroic work yesterday. The Elsie had found some more wreckage, with bodies on it, and they were placed in the morgue which has been made near the Sandy Point life saving station. Then the Smeed and the Irene arrived with more bodies from the Larchmont, making a total of twenty-three brought in by the fishermen. The women were landed from the harbor and a long procession of wagons carried the bodies to the morgue, where Coroner J. C. Pamplin took charge of them, and they will be turned over to the representatives of the line as soon as they send for them.

All Tuesday night the search for bodies was kept up by the islanders. The life savers under Capt. Uriah B. Dodge patrolled the beach and the cliffs. Big bonfires of driftwood were lighted, and under the glare of the flames the watchers scanned each wave as it broke on the shore and watched far out to try to catch sight of a piece of wreckage, hoping that they might still be able to save some unfortunate. There were many volunteers ready to battle with the storm if rescuers were needed.

Hour after hour these men stood in the freezing cold air in the high winds, and the fishermen with their craft were sailing about on the waters between Black Island and the mainland. All these have done heroic work.

All night long the watch was kept up and when dawn came the watchers forgot that they were tired and sleepy and went about their tasks as if only starting to work. Throughout the day they searched and searched. But for these men most of the bodies would have remained a mystery. The weather to-night is fine and clear and warmer. The wind is from the northwest, blowing about twenty miles an hour. The sea has gone down. Capt. Dodge thinks that few more bodies will be found unless the search is carried far out to sea to the southward and eastward. The wind will blow the wreckage out to sea and the tide, too, will be against them.

The list of passengers on the steamer Larchmont contains the name of Willard Franklin of North Attleboro. This is believed to be Willard Franklin of that town. He is 17 years old, and has shown cleverness in unlocking handcuffs, riding himself of chains and bracelets. It is understood his work attracted attention sufficient to secure him an engagement in a Trenton, N. J., theatre.

It is believed that at least three residents of Cambridge perished. They are Thomas Dixon, aged 22, a cigar maker; Charles Carsons, aged 26, a waiter, and Capt. Annie Liefvendahl of the Second Corps, Salvation Army. John Coyle of South Boston is believed to have been on the Larchmont.

Mrs. Jennie Edelstein, who was one of the passengers on the Larchmont, was accompanied by her eight-year-old son, and was going to New York to find her husband, who she had been informed was working as a conductor on the surface cars. Mrs. Edelstein came to this country about five months ago and said to have been deserted by her husband. When she learned that Miss Jennie Shugerman and Miss Bertha Shain, who were neighbors, were going to New York Mrs. Edelstein persuaded the girls to let her accompany them.

Capt. Elin Lambert of the Cambridge Salvation Army barracks was also lost on the Larchmont.

Trenton, Mass., Feb. 13.—John S. Wyman, the pilot on the Larchmont, had made his home here for a long time. He lived with his father, Henry M. Wyman, at 120 Berkeley street. Wyman was only 23 years old, but in spite of his comparative youth was considered one of the most skillful pilots on the Sound and had spent practically all of the last years of his life on the water. He served an apprenticeship on steamboats running from Boston. When he had received his license as a pilot he went with the Joy Line and was assigned to the Larchmont.

Belmar, N. J., Feb. 13.—Jacob Michaelson, one of the Larchmont's victims, was the son of Solomon Michaelson, a hotel keeper of this place.

Michaelson had been to visit relatives in Boston and had taken his cousin, Sam Michaelson, 20 years old, with him. The young woman also lost her life in the collision. Miss Michaelson and her cousin were to be married in three days. They accepted the invitation of some relatives to visit them in Boston.

Ephraim Kaplan, a painter, whose home was at 25 East 114th street, was among the passengers on the Larchmont. He had been visiting his brother, J. H. Kaplan in 10 Cooper street, Boston, and was returning to his home. He was the father of eight children. His wife died two years ago. J. H. Kaplan left Boston for Black Island yesterday in the hope of finding his brother's body.

James J. Harrison, steward of the Larchmont, lives with his wife and her two children at 78 Nassau street, New York. One of the children is a boy of 9 and the other is a girl of 8. Mrs. Harrison had a long siege of illness in a Providence hospital just after Christmas and this with the loss of her husband has upset her completely. She has no relatives in the city.

**JOY LINE PIER INQUIRIES.**

Negative Information to Give to Those Who Asked About Relatives.

Supt. Noble of the Joy line was able officially last night for the first time to relieve the minds of many persons who called here over the telephone for definite information of relatives and friends of the Larchmont disaster.

Immediately after the line's steamer Kentucky reached her pier at Providence he was in communication by telephone with the line's president, Mr. Dunbaugh, who went to Providence yesterday, to be there to see what he could for the survivors. At first Mr. Dunbaugh was unable to give him any definite information because there was such a tremendous crowd about the pier and for purposes of identification only a few persons at a time were let into where the corpses were. The newspapers having given the names of the survivors, there was little doubt as to the fate of the rest of those on the vessel and there were not in the inquiry for the missing. Even those who asked for information of persons whose names were not in any of the lists

men had turned in shortly before the collision. When the shock came Janvier rushed on deck. Passengers were rushing about frantically.

Janvier said the officers were doing the best and the men of the crew were at their stations and they were trying to keep the passengers from being swept overboard or from swamping the boats as they were lowered. Janvier went back to his stateroom for more clothes and found there in a stupor. He tried to make him realize his danger and finally had to drag him struggling and protesting up to the deck, where he lost him.

Janvier sprang into a boat in which were several other men. Two men were picked out of the water. A woman in a blue dress and those in the boat could do nothing to help her. They were trying to keep the boat afloat. After a time their hands became numb and then the men dropped into the bottom of the boat and died.

Finally Janvier and one other were the only ones conscious.

The stranger said:

"This is awful. I cannot keep up much longer. I'm going to end it all now."

Drawing a razor from his pocket he cut his throat while Janvier was powerless to prevent the suicide. The boat drifted ashore near the Sandy Point station.

**WHO SOME OF THE LOST WERE.**

Two Men and Their Families—V. S. Milliken and Terry Edwards, Pugilists.

NEW BEDFORD, Mass., Feb. 13.—Thomas L. Carroll, a resident of Fair Haven and second engineer of the Larchmont, was 39 years old, and his family consisted of a wife and two children. He had been on the Larchmont for some time.

Boston, Feb. 13.—Among the passengers on the Larchmont was Ephraim Kaplan, 40 years old, a painter, whose home was at 25 East 114th street, New York. He had been visiting his brother, J. H. Kaplan in 10 Cooper street, this city, and was returning to his home. The missing man was the father of eight children.

Robert Perkins, who lived at 125 Centre street, Dorchester, left his home on Sunday with the intention of taking the Larchmont for New York. He was accompanied by his fiancée, Miss Edith Bard, daughter of James Bard of Dorchester, who left him at Providence, where she is at present visiting her friends. Perkins was employed by Wood, Harmon & Co., real estate operators, and had been in their New York office about two weeks. He came over to spend Sunday with his sweetheart.

Miss Alice M. Crosby, secretary to the manager of the Women's Prison at Sherborn, left last night for the scene of the wreck to identify the body of the man to whom she was engaged to be married, Virgil Spencer Milliken of this city.

Mr. Milliken left Boston yesterday for Providence on his way to New York, where he was going to gather material for a play. He was well known in the South End, having been associated with the South End House. He was much interested in settlement work. He left Harvard in 1904, at the end of his sophomore year, to take it up. He was in charge of the boys' classes and of athletics.

Victor Ackerman, who is known in pugilistic circles as Terry Edwards, the Brooklyn bantamweight, is believed to be one of the victims of the Larchmont disaster. On Monday Edwards said he was going back to New York that night by the Joy Line.

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### Special Demonstrations

of the new

# "THEMODIST"

TO-DAY AND TO-MORROW  
10 to 12 A. M. and 3 to 5 P. M.

THE THEMODIST is the latest and most remarkable improvement in Piano-player construction yet produced. It brings out the theme or melody and subdues the accompaniment, thus supplying the one need hitherto existing in all instruments of this class.

The "Themodist" is exclusive with  
*The Pianola and Pianola Piano.*

Owing to the great public interest taken in this revolutionary invention special demonstrations of the "Themodist" will be given at Aeolian Hall to-day and to-morrow. The merely curious as well as intending purchasers are cordially invited to attend.

**The AEOLIAN CO.,** Aeolian Hall, 343 5th Ave., near 34th Street, New York

### GOLD MEDAL

FOR

## Repetti

For superiority, purity and excellence of the candles, by the Milan (Italy) Exposition in competition with the leading candle manufacturers of the world. This proves Repetti's Candles, Candelabra, Glass Nests, etc., are the best in the world.

### VALENTINE NOVELTIES.

A Large Assortment of the Latest Valentine Novelties.

CANDY SHOPS.

Broadway and 42d. } Open until midnight  
48 W. 125th Street. }  
421 Fifth Ave. } 42 Wall Street.  
528 Columbus Ave. } Breslin Hotel  
120 Broadway, and all leading druggists.  
Mail orders carefully and promptly filled.

### Vintage Cake Forks

are distinguished for beauty of design and exceptional finish, and are stamped

## "1847 ROGERS BROS."

Knives, forks, spoons and fancy serving pieces can be had in the same pattern.

When buying dishes, tea trays, etc., be sure you get the goods of

**MERIDEN BRISTOL CO.**

### French Marble Mantels

French and Italian  
Andirons Fire-Screens Etc.

**W. H. JACKSON COMPANY**  
Union Sq. North  
29 E 17th St.

### LIST OF THE SURVIVORS.

The Eleven Passengers and Eight Members of the Crew Who Were Saved.

PROVIDENCE, Feb. 13.—This is the official list of saved as furnished to the Government inspectors to-night:

HIKORRELL, FREDERICK, Richmond Hill, L. I. N. Y.

ARONOVITZ, ANTONIO, 25 Middle street, Central Islip, L. I.

MIFFLIN, ABRAHAM, Providence.

FLOOD, JAMES, 35 Spring street, New York.

FELDMAN, HARRIS, New York.

FELDMAN, DAVID, 100 West 10th street, Boston.

GALLUP, SADIE, 13 Minot street, Boston, Mass.

JANVIER, OLIVER, Providence.

COOK, MARION, Providence.

FOX, DAVID L., 100 West 10th street, Boston.

LA COMBE, MARCEL, Manchester.

LIBERT, MATRIAL, Bremen, Brooklyn.

MCVAY, GEORGE, captain, Providence.

TOMLIN, JOHN, Bremen, Brooklyn.

YOUNG, OSCAR, purser, Providence.

STAPLES, JAMES, North Brookfield, Me., quartermaster.

WATSON, JAMES, waiter, New York.

HALE, RICHARD, waiter, Providence.

MCPARTLAND, LOUIS, waiter, Providence.

### DIED.

ABENDROTH.—Suddenly at Chicago, Ill., Feb. 14, 1907, Frank A. Abendroth, son of the late William F. and Maria A. Abendroth of Port Chester, N. Y.

Funeral services at 2:15 P. M., at St. Peter's Church, Port Chester, N. Y. Train from Grand Central at 1:30 P. M.

BROWN.—On Tuesday, Feb. 12, 1907, Annie E. Brown, widow of John Edward Brown and daughter of the late William and Hannah Fowler.

Services will be held at her late residence, 30 West 71st st., New York city, on Thursday afternoon at 4 o'clock.

HAYES.—At Scarborough Thursday morning at 10 o'clock. Interment at Vanderbilt.

LEGGOTT.—MILITARY ORDER, Loyal Legion, UNITED STATES—COMMANDEER Loyal Legion of New York.—Companions are informed of the death of Capt. Francis W. Leggett.

Funeral services will be held this morning at 10 o'clock, at 81 East 136th st. Companions are requested to attend. By order of the Commanding Officer, L. L. G. Vanderbilt.

LEMOINE.—On Tuesday, Feb. 12, 1907, at the city of New York, Joseph Lemoine, son of the late John B. S. Lemoine of St. Louis, Mo., in the 82d year of his age.

Funeral services and interment at St. Louis at the convenience of the family.

VANDERBILT.—Suddenly, on Feb. 11, 1907, Nellie Black, wife of DAVID C. Vanderbilt, and daughter of the late John and Ellen Black.

Funeral services at her late residence, 214 Inwood av., Upper Manhattan, N. Y., Thursday, Feb. 14, on arrival of 2:10 P. M. train from Chambers st., Erie Railroad.

WALTER.—On Tuesday, Feb. 12, 1907, Albert Walter, in the 87th year of his age.

Funeral services will be held at 10 o'clock, at the residence of the family, 100 Orleans, Philadelphia and Baltimore papers please copy.

### Start Strong

FOOD THAT NOURISHES ALL DAY—

## Grape-Nuts

WITH CREAM.

"THERE'S A REASON."

### Correct Dress for Men

Full Dress Vests—with many unusual points of excellence not often found in ready-to-wear garments, \$5 to \$11.

*George S. Brannen*  
Broadway Cor. 26 & 27